

Notices to Consignees.

O. & O. S. S. Co.

NOTICE.

CONSIGNEES of Cargo by Steamship *BELGIUM*, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at West Point, whence delivery can be obtained upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 31st Instant will be subject to rent.

No Fire Insurance has been effected.

G. B. EMORY,

Agent.

Hongkong, March 26, 1877. ap2

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. *KHIVA*.

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the *NEPAUL* from London, and *DECAN* from Calcutta, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 2nd Proximo will be subject to rent.

A. MCIVER,

Superintendent.

Hongkong, March 26, 1877. ap2

FROM LONDON AND SINGAPORE.

THE S. S. *Glenartney*, having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godowns, whence from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before 11 a.m. To-morrow, the 28th instant.

Goods remaining undelivered after the 3rd Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Agents.

Hongkong, March 27, 1877. ap3

NOTICE TO CONSIGNEES.

THE BRITISH SHIP *WINDERMERE*, FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,

Agents.

Hongkong, March 26, 1877. ap3

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo, are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUHEY,

Agent.

Ex Pei-Ho, March 7th, 1877. B'on Overbeck, F. No. 13, 1 case Effects.

Hongkong, March 28, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *Djemnah*.

NOTICE.

CONSIGNEES of Cargo per S. S. *Craig*, *North* and *Euphrates*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 5 o'clock To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after 28th March, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUHEY,

Agent.

Hongkong, March 22, 1877.

To-day's Advertisements.

To-day's Advertisements.

NOTICE.

ANY CLAIMS against the British Barque "PALESTINE" must be sent to the Undersigned before Noon of SATURDAY, the 31st Instant, or they will not be recognized.

MELCHERS & Co., Agents.

Hongkong, March 20, 1877. ap1

FOR SHANGHAI.

The Departure of the S. S. *GLENARTNEY* is unavoidably Postponed until Noon TO-MORROW.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, March 20, 1877. ap60

PUBLIC AUCTION.

RACE HORSES.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at their Sales Rooms, Praya Central, on

TUESDAY,

the 3rd April, 1877, at 4 o'clock p.m.—The following RACE HORSES, lately imported:—

A Chestnut GELDING, won three Races in Australia.

A Bay GELDING, Maiden.

A Grey do. do.

A Chestnut FILLY.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, March 20, 1877. ap8

FOR SALE,

THE IRON SCREW STEAMER "ALBAY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DUNSTON & Co., under special survey of Lloyds', and her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when NEW SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendicularly, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyds'.

RI.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet.)

DRAFT.—Light 9 feet; loaded 12 1/2 feet.

SPED.—Eight knots on consumption of 8 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WIND.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 20, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 20, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ATTER BESSE, American barque, Captain S. Noyes.—Rosario & Co.

FORSOA, German 3-m. schooner, Capt. G. Schweer.—Melchers & Co.

MYTIC BELL, American ship; Captain David Plumer.—Siemssen & Co.

RUSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.

PASOLA, American 3-m. schooner, Capt. H. W. Lumb.—Landstein & Co.

ECHO, British barque, Capt. George W. Toler.—Arnhold, Karberg & Co.

WINDERMERE, British ship, Capt. Mann.—Meyer & Co.

IRIS, Dutch schooner, Captain J. Wierwield.—Order.

ROSETTA McNEIL, American barque, Captain Brown.—Vogel, Hegdorn & Co.

NOTICE.

S. & C. 1/2, 1 drum 1 cask Disinfectants in diamond 1 case.

SHIPPED BY SAWELL & COWTHEE.

CONSIGNEES of the above named Car-
go ex Palestine, are hereby informed
that their goods have been landed and
stored; and are now lying at their risk and
expense, uninsured against fire, in the Go-
downs of the Undersigned.

MELCHERS & Co., Agents.

Hongkong, March 20, 1877. ap5

To-day's Advertisements.

NOTICE.

AN Intermediate Sitting of the Vice-Admiralty Court of Hongkong will be Held on TUESDAY, the 3rd day of April, 1877, at 11 o'clock in the Room.

By Order, F. S. HUFFAM,

Deputy Registrar.

Hongkong, March 20, 1877. ap3

SHIPPING.

ARRIVALS.

March 29, China, German steamer, from Canton.

March 29, H.M.S. *Fly*, from a Cruise.

March 29, *Nestor*, British steamer, 1414, J. K. Webster, Shanghai, March 22, and Foochow 27, General.—BURTRINTON & SWINNE.

March 29, *Zamboanga*, Spanish steamer, 470, V. Aranguren, Saigon March 24, Rice.

REMEDIOS & Co.

DEPARTURES.

Mar. 28, *Annie S. Hall*, for Tientsin.

29, *Antenor*, for Shanghai.

29, *Cyphene*, for Salagon.

29, *Kashgar*, for Europe, &c.

29, *Cheang Hock Kien*, for Swatow.

CLEARED.

Glory, for Bangkok.

Viscount MacDuff, for Whampoa.

Carpo, for London.

Pernambuco, for Salagon.

Glenartney, for Shanghai.

St. Anne, for Tientsin.

ARRIVED.

Per *Nestor*, from Shanghai and Foochow.

Per *Zamboanga*, from Saigon, 19 deck.

Per *Kashgar*, for Southampton, Miss Wilkinson.

Per *Antenor*, for Shanghai, 20 Chinese.

Per *Cyphene*, for Saigon, 72 Chinese.

Per *Cheang Hock Kien*, for Swatow, 250 Chinese.

DEPARTED.

Per *Pernambuco*, for Salagon, 12 Chinese.

Per *China*, for Shanghai, via Ningpo, 80 Chinese.

TO DEPART.

Per *Pernambuco*, for Salagon, 12 Chinese.

Per *China*, for Shanghai, via Ningpo, 80 Chinese.

SHIPPING REPORTS.

The British steamer *Nestor* reports:

doctor came from the *Antenor* which was lying close by. There were \$32 wages due to him, as also \$8 found in his box. His effects were handed over to the Shipping Master. The deceased never complained during the time he was on board since the 1st March.

Mr Stockhausen stated that the deceased had been boarding in his hotel several times. He owed \$16 to the house and had a box of effects there. It was not detained because of this claim. The deceased never complained of illness during the time he was in the house. He was of perfectly temperate habits.

The Jury returned a verdict of death from natural causes.

Police Intelligence.

(Before James Russell, Esq.)

March 29, 1877.

DAMAGE OF TREES.

Tim Acheung, a goat-owner, again appeared to answer the charge of allowing goats to destroy Government trees at Wanchai.—Inspector Cleaver reported that since the adjournment, no goats had been near the place. Fined \$5.

A VACANT.

Wan Lin Kwei, a carpenter, was brought up for being a vagrant, having been found in the Sentry Box at Government Wharf. He had been brought up before the Court a month ago, and was given 20 cents to enable him to go to Canton. Seven days' hard labour.

CHAIR HIRE.

Richard Welsh, a ship's steward, at present boarding at the Sailor's Home, was brought up for refusing to pay the chair which he had used for more than two hours. He was also drunk. The defendant who had been convicted once before was fined \$2, and ordered to pay 80 cents amends, or 8 days' imprisonment.

ROBBERY AT A GRAVE.

Chun Angow and Chun Fook Sun were again brought up to answer the charge of robbing a dead body of some ornaments—Inspector Cradock testified to receiving the report and to proceeding to the grave said to have been robbed. He found the lid of the coffin out. He then went to 104 Queen's Road West and arrested the 1st prisoner, who was pointed out by the approver. There was a woman with him in the loft, and as the prisoner was being led away, he said something to the woman, who then went to the kitchen, whence the Inspector followed her. She went to a corner and put her hand on something. This the Inspector discovered to be a bundle containing a thick short saw, a chisel and a short implement. These were instruments particularly adapted to make holes of that kind in the lids of coffins. The Inspector further deposed that in pursuance of instructions, he opened the grave and removed the lid from the coffin, wherein there was the body of a female. The hate on her head had been violently disturbed and was lying underneath the hole in the coffin lid. There were no silver ornaments in the hair, nor earrings on the ears, neither any head-dress on the head. The silver bangles were on the arms, high up above the elbows. There was also a ring on one of the fingers of the left hand. A new lid was then put on the coffin and the grave filled in and chummed over. After the 1st prisoner was arrested the Inspector went back to his house and searched it; he found an unlocked box in which were some pawn-tickets and some female ornaments. One of these tickets was recognised by a pawnbroker as having been issued by his shop, and it related to a pair of ear-rings drops pawned by the 2nd prisoner.—The land-lady of the house in which the 1st prisoner was arrested gave testimony to the 1st prisoner and his wife having lived in the house since April 1876. The 2nd prisoner frequently visited them. On the 13th November last, the 1st prisoner left home leaving his wife in the house. The 2nd prisoner then came to live with the woman until the 5th inst., when the 1st prisoner returned. He accused his wife of infidelity and beat her as well as the 2nd prisoner, who then went away from the house altogether. He came again on the 18th or 19th inst., with a sword in his hand and threatened to kill the 1st prisoner. The latter, however, was not at home, and he was persuaded to leave the house. On the 23rd the 2nd prisoner came again and saw the 1st prisoner. He said: "You tore my clothes and beat me; if you do not pay me I will call the Police." The 1st prisoner replied: "Very well, when I have money, I will pay you," adding "I do not believe what I heard about you and my wife. I do not like you roving about the street; I will forgive you all about it, and you had better come back to live, and while I have rice, you can partake of it." The 2nd prisoner said: "If you will pay me for the clothing, I will come back; if not I will call the Police." The next time he came again was with the Police when the 1st was arrested. The land-lady did not know anything about the robbery of the dead, nor of the implements.—The interpreter at the West Point Station was examined, but he only confirmed the fact that the prisoners had made certain statements.—The 1st prisoner then made his defence. He stated that the 2nd prisoner was his nephew and had no employment, but he always came to have a meal; that the charge was false; and that during his absence, the 2nd prisoner had been to live with his wife. On his return to the Colony, he went home at 9 p.m. and found the 2nd prisoner was taking a meal with his wife in his room. He was very angry, but concealed his anger. He made inquiries next few days, and found that what he heard regarding his wife was true. He spoke to his wife, who confessed that she had been a very bad woman. He therefore beat his wife and the 2nd prisoner, turning the latter out of the house. Afterwards he heard that the 2nd prisoner had been to his house with a sword. He came again afterwards and 1st prisoner told him: "You are my relation, I will look over what has passed; you must not go roving about the streets. You can come back to the house." After that he brought a Constable and preferred this false charge against him. The land-lady could prove that he was in the house on the night of the 10th inst. The 2nd prisoner reserved his defence.—The land-lady of the house was examined on behalf of the 1st prisoner, but she could not say that the 1st prisoner was at home on the night of the 10th instant, as her child was sick that evening and she was too busy attending to it. Both prisoners were committed for trial.

SWATOW ATHLETIC SPORTS.

(Communicated.)

The usual monotonous routine of business in this progressive but somewhat neglected portion of the Celestial Empire, was enlivened on the 24th current, by a regularly organised Athletic meeting at which one and all of the residents took part, and from the success which crowned the day it is to be hoped that these gatherings will continue to flourish. The day was all that could be wished, although at one time it was feared we should have rain.

There was a large gathering of Europeans, and among the spectators could be reckoned quite a number of the fair sex, whose presence added greatly to the tone of the proceedings.

The ground, which was lent for the occasion by an old and much-respected member of the community, was tastefully decorated with flags, and refreshments were provided in tents erected for the purpose and for the convenience of the guests, among whom, taking great interest in the events of the day, were the whole of the notable Chinese officials connected with the place, and great pride is due to the able management of the Stewards and Committee.

1.—PUTTING THE SHOT. Cup, valued \$—. There were nine entries for this event, but only six competed, viz.: Messrs King, Bridgman, Cunniffy, Sage, Pollock, Nonchen. Mr Cunniffy who was decidedly the favourite commenced by putting 28 feet with little or no effort, followed by Mr King with 30 feet 4 inches; this was again topped by Sage with 30 feet 5 inches, and this was evidently his best, as after this he fell back and was soon out of the game, retiring gracefully with Nonchen, whose best throw was 24.7.—The prize now rested between King and Cunniffy, the latter being declared winner, having reached 34.9, against Mr King's 33.3.—Mr King's style being certainly superior to that of Cunniffy whose putting to a mere appearance of a throw. The result was, Cunniffy 34.9, King 33.3, Sage 30.7.

2.—100 YARDS, FLAT RACE. Cup, valued \$25.—Out of thirteen entries for this race only seven came to the post, and there was some little skirmishing, and a few false starts were made owing to the starters pistol missing fire; this mode of starting being abandoned, the field got away well together at the fall of a flag—one unfortunate, not understanding the change of programme, remained arguing with the starter until the race was over, which was rather unfortunate as he was confident of winning had he started. D'Arnaux, Bridgman and Cunniffy being equally favourites in the excitement was very great, the running was very good, and for the first few yards all three kept well together, but D'Arnaux soon showed to the front, closely followed by Bridgman, Cunniffy coming in a fair third.

1, D'Arnaux, Time, 12 sec.
2, Bridgman, " 12 sec.
3, Cunniffy, " 18 sec.

3.—THREE LEGGED RACE PRIZE.—For this race only five couples came to the front, and it was quite open who would be the winners; a good start was obtained, but in a few seconds one unfortunate couple came utterly to grief, and rolled over each other in a most frantic manner, trying hard to gain an upright but utterly failing in the attempt; three couples came in neck and neck about 3 seconds behind the winners. It was a very good race and the winners were greatly cheered, they having taken the lead at the commencement and kept it all through.

1, Bridgman & Paul, Time, 18 sec.
2, Patterson & Rogge, " 20 sec.

4.—WIDE JUMP. Cup, valued \$25.—Five competitors came to the post, viz.: King, D'Arnaux, Witte, Bridgman, and Sage. Witte and Sage soon gave out and left the other three equal at 14 feet 9 inches; some pretty jumping now took place and ended by King being declared winner, although Bridgman cleared 17 feet 2 inches; this fine jump was unfortunately given as a foul and being his last chance he had to retire with second place,—both Bridgman and D'Arnaux' style being much superior to that of King's.

1, King, 16 feet 8 inches.
2, Bridgman, 18 " 7 "
3, D'Arnaux, " 5 "

5.—HALF MILE FLAT R.C. Cup, valued \$35.—Only three started for this race, viz.: Cunniffy, Nonchen and Scott. A good start was made. Cunniffy taking the lead from the commencement, followed closely by Nonchen, Scott a feeble third, and in the order they finished, Cunniffy winning easily. Nonchen ran well and evidently misjudged his adversary's powers of endurance, and might have shown well to the front had he put on his spurs a little sooner.

1, Cunniffy.
2, Nonchen.
3, Scott.

Time, 2 m. 45 sec.

6.—HIGH JUMP. Cup, valued \$25.—Three contestants only put in an appearance for this event. King, D'Arnaux and Bridgman, and owing to the take off being good or some other cause the jumping was not as good as might have been expected. King collapsed at 4 feet 6 inches and left the prize for D'Arnaux and Bridgman, when the height of 4 feet 7 inches had been reached Bridgman failed, thus leaving D'Arnaux the winner.

1, D'Arnaux, 4 feet 7 1/2 inches.
2, Bridgman, 4 " 6 "

7.—SACK RACE PRIZE.—This was certainly the most amusing event of the meeting and created roars of laughter. Ten competitors started, and all went off fairly well together, but only a few yards had been covered when Patersen found the ground rise suddenly and strike his nose; Cunniffy having come to grief attempted to roll in and managed to get between two sacks, bringing them all in a heap to the ground; Rogge having got over half the codges tripped up and found more colour in his cheek when he started. It now became exciting in the extreme, and the race lay between Sage, Cunniffy and Paul; Cunniffy reached the front and became an easy winner, followed by Sage, Paul having in the meantime come a purser was dragged in by a few of his supporters.

1, Cunniffy.
2, Sage.

8.—HURDLE RACE, 120 YARDS.

10. Cup, valued \$25.—This being looked upon as the event of the day it was rather disappointing, when only three candidates showed up, they were the favourites some going so far as to say that a *tripot* was a *tripot*. D'Arnaux and King went away well together, followed closely by Bridgman, who, however, was the leader of the leaders; D'Arnaux and King ran equally to the seventh hurdle, when King drew slightly ahead; D'Arnaux soon regained his lost ground and looked like winning, the last hurdle being cleared by both men simultaneously; King however taking it in his stride had the advantage of D'Arnaux who landed from a jump and came to the post close on the heels of the winner. King certainly cleared his hurdles in splendid style.

1, King.
2, D'Arnaux.
3, Bridgman.
Time, 21 seconds.

9.—HANDICAP, 45 YARDS, FLAT RACE.

Cup, valued \$35.—Out of nine entries for this race seven came to the starting post, and one post entry was made, making the number eight in all; two false starts having been made, the third was more successful and all got off fairly well; the tail was soon disposed of, and the race was finished by Mr Fife of the S. S. *State of Louisiana*, coming in an easy winner; it was evident from the first that Mr Fife would not be far off at the finish, and from his style and the ease with which he finished this gentleman possesses no mean powers of endurance, and we anticipate hearing more of his prowess should the vessel to which he belongs remain long on the coast.

1, Fife, 5 yards.
2, Cunniffy, scratch.
3, Franauer, 15 yards.

The programme finished up by a *Tug of War*, *Swatow* against the *World*, won by *Swatow* after a pretty hard struggle.

The prizes were then distributed by the Ladies and some neat little speeches were made on the occasion. It is notable that out of seven Cups, six have been carried off by members of the Customs Staff, and it is but fair to state that to the regret of all, one of our most prominent Athletes was unfortunately prevented by illness from taking part in the Sports.

Palmam qui meruit ferat.

China.

FOOCHOW.

(Herald, Mar. 22.)

The Customs Cruiser *Ling Feng* returned from Wen Chow to-day. She brings satisfactory information as to the friendly bearing of the inhabitants.

Mr Skatschko, Consul-General for Russia in China and Japan, has just paid a flying visit to this port—having arrived per S. S. *Taiwan* and left per S. S. *Douglas*.

A steam launch was, we hear, nearly swamped on Tuesday night last, in trying to reach the S. S. *Douglas*, against a strong head-wind. Fortunately for those on board, the launch, although in a sinking condition, was just able to steam alongside a Chinese gunboat.

The wreck of a small foreign-built vessel, painted white, and supposed to be a pilot-boat, was seen off Turnabout Island on the 27th ultimo. During the recent trip of H. M. S. *Sheldrake* to the *Hai-tan* Straits, enquiries were, we believe, made regarding this wreck; but without eliciting any satisfactory information.

H. M. S. *Sheldrake* returned from the *Hai-tan* Straits on the 18th instant, and is now ornamenting the Pagoda Anchorage. This valuable craft draws too much water to render practicable any visit to the Foreign Settlement—ever at the top of a spring tide. It is therefore beyond a joke to look upon her as a protection to the British community of the port. Her presence on this station bears in fact its own tale of Admiralty bungling;—or how not to do the right thing.

Since the publication of our last issue, two large fires have to be chronicled, one in the South Suburb, and the other in the Foreign Settlement. The first named broke out on Sunday, at about 10 p.m. in an opium shop near the long bridge. It might probably have been extinguished at once, had not a number of roughs rushed in to steal the drug, thereby causing great confusion. Messrs. Gilman & Co.'s fire engine was in attendance protecting Messrs. Oliva & Co., *hong*, and a neighboring godown or packing house. The fire raged till 2 a.m. on Monday, ending in the destruction of about 400 Chinese houses, and the loss of three lives.

The second fire occurred on Monday, shortly after 2 p.m., originating in a Ningpo merchant's house, close to the creek forming the eastern boundary of the Foreign Settlement—ever at the top of a spring tide. It is the literary workshop. In the centre of the room is a great square table, covered with books of reference and a litter of pamphlets and papers, odds and ends of every imaginable kind. There is also a huge office-table and an upright desk with a regiment of drawers opening and shutting simultaneously. But not one of these aids to composition is favoured by Mrs. Maxwell, who prefers an eccentric attitude of her own. By the fireside is a particularly long uncomfortable chair. In this the novelist huddles herself up, with a piece of thick cardboard resting on her lap, and a little ink bottle held firmly against it with the left hand. This apparently cramped position appears to be favourable to composition, for the pen moves swiftly over the great square slips of paper, and the corrections are few and far between. If we are not mistaken, it was once an article of popular belief that the calligraphy of literary folk was of the worst possible quality, and that they took a savage delight in leaving something to the composer's imagination. This has ceased to be, at least universally, the case now. Those who write a great deal ought to know that it saves time to be very legible, and Mrs. Maxwell, who has written more than thirty three-volume novels since she penned the *Troll of the Serpent*, writes a singularly clear hand on the inner edge of the pen, and punctuates most exactly. In the handwriting itself there is nothing feminine—it might have been written by the adjutant of a cavalry regiment; but the woman peers out in the tailor's thimble which protects the middle finger from the brand of ink. Mrs. Maxwell has by practice reduced writing—the mere production of copy—to a science. From the outer edge of the pen she has turned to the inner, as affording more rest for the hand, and has systematically reduced the size of her letters, because she has discovered a truth which deserves to be published—that the massive character now in fashion takes more time than a smaller style, because the writer must cover more ground.

Having been admitted to the privilege of seeing Mrs. Maxwell at work, we hardly feel justified in revealing a secret without which the information we have supplied would be worthless. There is 'copy' all over the room, as there are pictures, as there are books, as there are receipts, bills and housekeeping accounts, but the 'copy' is merely the outward expression, the visible sign, of work. Where is the hidden spring? In a small drawer carefully locked repose the 'skeletons' of the novelist. They occupy

& Co.'s water-side shed were with difficulty prevented from bursting into flames. Had they become ignited, the miserable shanties in front of Messrs. John Forster & Co.'s offices must have been burnt, in which case we do not see that any efforts could have saved the *Ten Eu* hong and the vast amount of adjacent foreign and native property. The fire was not long in running up the street by the side of Messrs. Turner & Co.'s godown, but was checked in a most masterly manner by some foreigners—who evidently knew how to pull a house down, thus preventing an alarming extension of fire in that direction. Luckily, only about 30 Chinese houses in all, were burnt, the fire having been got well under before 4 p.m.

A question has been raised as to whether the occupants of the houses built over the brink of the river have any right to be there, and we hear that official enquiries are being instituted on the subject—with a view to the improvement of this very defective part of the main street. If these efforts are successful, a boon will be conferred on the entire population, the street at this part of the Settlement being wholly inadequate to the traffic constantly moving along it.

CELEBRITIES AT HOME.

(World.)
Miss M. E. Braddon (Mrs. MAXWELL). AT RICHMOND.

As a solitary gleam of wintry sunshine lights up the shapeless trees and broad, green glades of Richmond Park, and the wind whirls the leaves in circling eddies, we discover that we are not alone in our morning canter. Sweeping along at a hand-gallop comes a lady clad in riding-dress of the severest order; the sabre habit is relieved only by a tiny patch of colour at the throat, and the orthodox 'chimney-pot' completes the costume. The horsewoman is the owner of a name known wherever the English—and for that matter the French—language is spoken; for her work, once sneered at in this country as 'sensational,' was quickly appreciated by the Gaul, whose keen instinct detected its dramatic power. She sits her white-footed golden bay squarely and well, now and then leaning slightly forward to pat his muscular neck, and call him by pet names; for Kaiser is a favourite animal with his mistress, who, as her writings indicate, possesses a generous sympathy with horses and dogs, cats and birds. Her gallop on Kaiser is 'at once the exercise and the recreation of one of the most diligent and successful workers of the time; but it is soon over, and we turn our horses' heads towards Lichfield House, a fine old dwelling surrounded by various-coloured brick, with oaken staircase, bay windows, and oddly-shaped rooms, looking over long strips of lawn extending from end to end of the stiff rectangular garden, in which 'pin-backs' and 'Ulsters' look out of place. Those long straight walks were made to be swept by the 'saucers,' indented by the red heels, scratched into odd patterns by the scabbards, and prodded by the clouded canes of a generation which took its pleasure in 'trim' gardens, wore a watch in each hand, and turned a repartee or parried a rapier-thrust with the same elegant facility. As we arrive at the stables of the old mansion of the Bishops of Lichfield, Mrs. Maxwell performs a duty, the omission of which on any occasion would be felt as a grievous wrong by the intelligent and affectionate Kaiser. Quickly alighting his mistress leads him to his loose box, takes off his bridle, and feeds him from a huge slice of bread. This pleasant duty over, the hour of work arrives—of quick work too, for the Doctor's *Wife* bears perhaps the greatest evidence of careful execution. Reading *Aurora Floyd*, a far better-written story, with precedent, produced the *Lady Audley's Secret*. This story was the treasure of unmitigated misery to its author, who misjudged the well incident, and trembled at the fire with Robert locked up in his room. It came out in a serial named *Robin Goodfellow*, long since defunct, and at first made no sign; but when it appeared in three volumes, it at once placed the writer in the front rank of novelists. Its success was by no means retarded by its being dubbed a 'sensational' novel. In 1862 the critics were divided on the strong situations which the late Lord Lytton and Charles Dickens had used so skilfully, and insisted on the merit of the *roman de caractère*, made popular in France by Balzac and in England by his great disciple Thackeray. *Lady Audley* was rated down as 'sensational,' but was eagerly read by the public, who, despite the teaching of superior beings, are always impressed by dramatic force. *Aurora Floyd*, a far better-written story, reconciled the critics to Miss Braddon, who shortly afterwards produced *Henry Dunbar*, as great a success on the stage as in the library. At this period Miss Braddon worked almost incessantly, and produced

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Vessels in Mates, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 or a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurance at current rates.

MELOCERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$15,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1869.

CAPITAL \$2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20%.

GILMAN & Co.,

Agents.

Hongkong, July 4, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The Fourth, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 28, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 5, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurance at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

Mails.

Occidental & Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "BELGIO," will be despatched for San Francisco via Yokohama, on TUESDAY, the 3rd Proximo, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 2nd Proximo. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 19, 1877. ap3

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, PONDICHERY, MADRAS AND CALCUTTA.

ON THURSDAY, the 8th April, 1877, at Noon, the Company's S. S. "PEIHO," Commandant LECOMTE, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 8 p.m. on the 4th April, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,

Agent.

Hongkong, March 28, 1877. ap5

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKIO, will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th April, 1877, at 3 P.M., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mita Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 13th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packaged Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

RUSSELL & CO., Agents.

Hongkong, March 21, 1877. ap4

Intimations.

AN YON, SHIPS' COMPRADORE AND STEVEDORE,

No. 67, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

WASHING BOOKS.

In English and Chinese.

WASHINGMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price 4/- each.

China Mail Office.

Intimations.

EXPOSITION UNIVERSELLE DE 1878.

THE CONSUL FOR FRANCE has the honour to inform those Persons who wish to take part in the intended Exhibition, that they will find at the CONSULATE all Information and Particulars they may require.

For the Consul,

G. BOULOUZE, Vice-Consul.

Hongkong, December 18, 1876.

NOW READY.

FENG-SHUI; OR, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. ETEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. ETEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1873.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE-WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the Chinese Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisement.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, Batavia, San Francisco and Australia.

For terms, &c., address

MR CHUN AYIN,

Manager.

China Mail Office, 17th February, 1874.

MUNICIPAL CORPORATION, PENANG.

THE Municipal Commissioners of Penang are desirous of receiving DESIGNS for a TOWN-HALL. This Building is to be erected on the ground on the east side of the Esplanade situate between the latter and Duke Street, and its cost is not to exceed \$80,000.

The Commissioners offer a PREMIUM of \$400 for the best and most suitable Design with Specifications; and competitors have the option of forwarding Tenders for carrying out the work.

The Designs, accompanied with all documents, are to be sent to the Municipal Office Penang on or before the 1st of March next.

For further information apply to the Secretary to the Municipal Commissioners at Penang.

D. C. PRESGRAVE,

Municipal Secretary.

Penang, Municipal Office, The 21st September, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macau.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Heung Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsa Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Siu Choong, Bonam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong; Amoy.—Chin Cheong Hong, Mook Kek Street.

Foochow.—Mr Yu Ching Cheong, Foochow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Chuen, Maritime Customs; Mr Chun Sing Ho, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—See Hing Hong.

Chefoo.—Yee Shun Hong.